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Sole Agents for MESSRS. TURNBULL, JEN., and SOMERVILLE'S.

MALTESE CIGARETTES.

MACWEX, FRICKEL & CO.

Hongkong, January 8, 1885.

40

## NOW ON SALE.

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CANTONESE DIALECT, BY DR. E. J. EITEL.

CHOWS OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K, ... \$2.50

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This Standard Work on the Chinese Language, constructed on the basis of Kangxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1885.

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## PUBLICATIONS BY J. DYER BALL.

## CANTONESE MADE EASY.

A Book of SIMPLIFIED SENTENCES in the CANTONESE DIALECT with Free and Literal Translations, and Directions for Pronouncing English Words into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

"We most cordially recommend it."—*China Review*. "Will be found to supply a want long felt by students of Cantonese."—*Daily Press*. "Mr. Ball's Notes on Classifiers and Grammar will be found very valuable."—*China Mail*.

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Hongkong, January 23, 1885.

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## NOW READY.

## PRICE, \$1.00.

## COMPARATIVE CHINESE FAMILY LAW.

By E. H. PARKER.

Can be obtained from KELLY & WALSH, 7, BATTERY ROAD, and LANE, CRAWFORD & Co.'s, Hongkong, and at the China Mail Office.

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## FOR SALE.

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Complete with CUES, POOL, PYRAMID, &c., BALES, MARKING BOARD, RUSTS, EXTRA CLOTH, &c., &c.

Just arrived per *Glenfiddich*.

LANE, CRAWFORD & Co.

Hongkong, November 4, 1884.

1865

## NOW PUBLISHED.

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REVISED, WITH ADDITIONS.

Price, ... \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

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## FOR SALE.

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FROM LONDON, via THE SUEZ CANAL, TO INDIA, CHINA, JAPAN, &c., WITH VARIOUS OTHER TABLES AND NOTES, BY W. A. GULLAND.

To be obtained at the CHINA MAIL OFFICE, MESSRS. LANE, CRAWFORD & Co., FALCONER & Co.

Hongkong, September 2, 1884.

1475

## NOTICES TO CONSIGNEES.

## UNION LINE.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON, PENANG AND SINGAPORE.

THE Steamship *Claymore*, Captain GULLAND, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded on to Japan, unless notice to the contrary be given before Noon To-morrow, the 20th instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, January 19, 1885.

101

## NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Steamship *Comet* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, January 19, 1885.

100

## Insurances.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, in the Year 1700.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

1. Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

2. Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

496

## THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to grant Policies on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883.

855

## NOTICE.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

938

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

14

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

100

## FREDERIC ALGAR.

COLONIAL NEWSPAPER & COMMISSION AGENT.

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## To-day's Advertisements.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.)

The Steamship *Pa-shan*, Captain CHANG, will be despatched for the above Port on SATURDAY, the 24th instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, January 22, 1885.

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## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Zafro*, Captain TALBOT, will be despatched for the above Port on FRIDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 22, 1885.

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## SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

The Steamship *Radnorshire*, S. RICKARD, Commander, will be despatched for the above Ports on FRIDAY, the 20th instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, January 22, 1885.

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## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKIN, GULF PORTS, MARSEILLES, PRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE FINEST AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *TASMANIA*, Capt. C. G. PERRINS, with Her Majesty's Mail, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 27th instant, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the Managers, Messrs. SHIP & STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. McIVER, Superintendent.

Hongkong, January 22, 1885.

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## To-day's Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Patroclus*, Captain BROWN, will be despatched for the above Port on FRIDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 22, 1885.

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## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Zafro*, Captain TALBOT, will be despatched for the above Port on FRIDAY, the 20th instant, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, January 22, 1885.

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## SHIPPING.

## ARRIVALS.

January 22, 1885.

*Esmeralda*, British steamer, 395, E. Taylor, Amoy January 20, General.—RUSSELL & Co.

January 22:—

*Signal*, German steamer, 386, A. Hundewill, Fakhri January 18, and Hoihow 20, General.—RUSSELL & Co.

*Chinhua*, American steamer, 874, Winsor, Wuh-January 16, Rice.—RUSSELL & Co.

*Patroclus*, British steamer, 1,386, R. J. Brown, Shanghai January 17, General.—BUTTERFIELD & SWIRE.

*Kennett*, British steamer, 1,156, Sanderson, Saigon January 18, General.—MASTER.

*Diamond*, British steamer, 1,436, W. E. Guthrie, Liverpool December 8, and Singapore January 15, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

January 22:—

*Isabel*, for Whampoa.

*Augusta*, for Keelung.

*De Boy*, for Sydney, &c.

*Elise*, for Bangkok.

*Mairos*, for Saigon.

*Camorra*, for Amoy.

*Zafro*, for Manila.

*Yokohama*



## LOCAL AND GENERAL.

PASSED CANAL.—*Obituary, and Obituary.*

The first steamer, the M. M. Co.'s steamer *Ocean*, left Singapore on Monday, the 19th inst., at 7 p.m., and may be expected here on or about Tuesday, the 25th inst.

The S. S. *Glenn* left Singapore for this port on the 10th inst.

The S. S. *Amoy* left Singapore for this port on the 17th inst.

The S. S. *Remora* left Singapore for this port on the 18th inst.

The S. S. *Remora* left Singapore for this port on the 22nd inst.

The S. S. Co.'s steamer *Stentor*, from Liverpool, left Singapore for this port on the 22nd inst.

The two direct steamers, with the first sale of opium and Indian mail, left Calcutta on the 21st inst., for this port.

The gull in Hongkong to-day is not 16 candle-power.

Messrs Adamson, Bell & Co., inform us that the "Shire" line steamer *Radenhorst* from Hamburg, Antwerp, and London, sailed from Singapore to-day for this port.

The annual distribution of prizes to the pupils of the Indian Convent will take place on Saturday next, at 3 p.m. His Excellency the Governor will preside.

Messrs Butterfield and Swire inform us that the O. S. S. Co.'s steamer *Stentor*, from Liverpool, left Singapore for this port this morning, and will be due here on the 20th inst.

We would remind our readers of Mons. Savary's concert this evening in St. Andrew's Hall, City Hall, a programme of which will be found in our advertisement columns.

By the courtesy of H.I.G.M. Vice-Consul, we learn that cholera has broken out at Batavia. The epidemic has made its appearance on board the Dutch ironclad *Koning der Nederlanden*, and also on the guardship at that port. It is further reported to have appeared in the town of Batavia.

The Hon T. Jackson, in giving notice at the meeting of the Legislative Council held yesterday that he would ask a question regarding the armament of the fort being constructed at Ly-ee-mun, at the next meeting, said the fort was intended to cover the main field, not the *Vine Point*, as reported by us last night.

No news has yet been received by the agents here of the O. & C. steamship *San Pablo*, which left San Francisco on the 19th inst. and was due here about the 18th inst. Up till this morning nothing had been heard of her by the agents at Yokohama, where she was due about the 10th inst. There seems every reason to fear the vessel has broken down or met with some other accident.

The Chinese Government appears to be apprehensive lest the Pescadore Islands should be seized and occupied by the French fleet, and have recently added considerably to the defences of those islands. One of the local coast steamers, a few days since carried 1100 Chinese soldiers from Foochow to the Pescadores to reinforce the garrisons of the forts there.

One of the witnesses in the case of piracy which was heard in the Supreme Court yesterday stated that the authorities on the mainland would not allow rice to be exported to Hongkong. He had consequently to send his rice to Macao first, and then it was brought over to this Colony. This, we believe, is perfectly accurate, and we are informed that the authorities at Canton some time ago issued an order to all the districts under their control, that no rice was to be exported to Hongkong during the continuance of hostilities between France and China.

At a meeting of the members of the masonic lodge "Star of Southern China, Canton, No. 1013," held on Saturday evening last, Bro. R. W. H. Wood was duly installed Right Worshipful Master for the year, by District Grand Senior Warden L. Mallory, assisted by the immediate Past Master, Bro. J. D. Christie, and the District Grand Past Pursuivant Bro. F. W. Heuermann. The installation having been accomplished, the Worshipful Master invested the following gentlemen as his officers:—

Bro. O. H. Palmer, Sen. Warden.

Bro. N. E. Bryant, Jun. Warden.

Bro. H. Schuyler, Treasurer.

Bro. L. A. Dwyer, Secretary.

Bro. J. Strom, Jun. Deacon.

Bro. D. Reid, Dir. of Ceremonies.

Bro. W. Stebbing, Inner Guard.

Bro. K. W. Lohme, Steward.

Bro. Jones, Tyler.

At the conclusion of the ceremonies, the company adjourned to the house of the Right Worshipful Master in Messrs Jardine, Matheson & Co.'s house, and there spent a very pleasant evening in honouring the loyal and masonic toasts usual on such occasions. Songs were also rendered by the immediate Past Master and others. Members of the fraternity will no doubt be glad to hear that the Lodge, which has just completed the first year of its existence, is prospering grandly.

In July last a little boy of eight years of age, named Leung Man Kam, the son of a widow living at Lap-see, was suddenly disappeared one day from the village. A report was made to the police at the time and a search was made for the missing child, but without success.

Meanwhile the boy's elder brother, Leung Ah Ming, who was interested in his disappearing, had become of the little one,

and, on the 4th of this month, his efforts were crowned with success, when he found his younger brother at a village called Ma-Ku-Tam, in the Kwei-shing district. Leung Ah Ming went to the elders of the village about the matter and they advised him to get a letter from the Tung-Wah Hospital authorities to assist him in getting back his young brother.

On the 20th instant, Inspector Quincey, acting upon information in the matter which he had received, arrested, in the Colony, a man named Leong Asan, and this morning charged him before Mr. Wise with kidnapping the boy. Mr. Leong Asan appears to be a very shady character, as he has already undergone a year's imprisonment for child stealing and another term for ordinary larceny.

The case was remanded this morning for a week, for the production of the little boy himself.

At the next meeting of the Legislative Council, the Government is to be asked if the fort now being constructed this end of the Ly-ee-mun Pass is to be armed with old 40-pounder guns. It is to be inferred that the member who intends putting this question has based his course of action on something more substantial than rumour or mere gossip, for no military officials in possession of a grain of sense, or knowledge of their duties, would think of arming an important marine fort now-a-days with old 40-pounders. There must, we fancy, be an egregious misunderstanding somewhere. At a previous meeting of the Council another unofficial member hinted that the forts were to be armed, partly at least, with howitzers, and he waxed very indignant over the idea. Our impression is that howitzers, other light ordnance, and machine guns have their special uses in forts. A howitzer, for instance, is essentially a shell gun for short ranges, and combines in some degree the accuracy of a cannon with the calibre of a mortar. It is with light guns, or machine guns, that an attack by a storming party would be principally met, and such guns must be of special use in clearing the decks of a near hostile vessel, or in interfering with the work of her gunners.

We take it that if what are called "obsolete" heavy guns are being sent to Hongkong they are merely intended for the armament of the forts until thoroughly efficient guns for the purpose can be manufactured at home. It was distinctly stated in a despatch from the War Office to the Treasury, dated the 1st November last, that the cost of the armament, as originally estimated, would be doubled; that some of the guns have been chosen from the latest pattern of breech-loading ordnance; and that the Secretary of State was strongly of opinion that the manufacture of these guns and their mountings should be commenced and urged on with all speed; and that the defences of the important coaling stations, of which Hongkong is one, should be completed within three years. These defences are of great importance to the Colony, and as we have to contribute over £55,000 for the cost of construction, we have the right to demand that the Home Government shall carry out its share of the work—the provision of the armament—in a thoroughly satisfactory manner.

A correspondent of the *N. C. D. News* writing from Tientsin on the 3rd instant says: "Russia has now three ironclads in these waters—*Dimitri Donskoi*, *General Admiral*, and *Minin*." It was announced some months ago that the Russian Government was despatching two ironclads to the Far East, but we do not recollect seeing any announcement of their arrival at any port in this part of the world. Neither the *Dimitri Donskoi*, nor the *General Admiral* has passed through Hongkong, or entered an appearance in the harbour here. Both the *Minin*, which has been on the China station a considerable time, and the *General Admiral*, are very powerful ironclads. We can find no mention of the *Dimitri Donskoi* in the list of vessels of the Russian navy for 1882. The *Minin* is an ironclad of the first class, with armour 12 inches thick at the water line, and carrying four 35-ton guns. She is considered to be one of the three most powerful vessels in the Russian navy, and was only completed in 1881. The *General Admiral* is an ironclad of the second class, carrying four 12-ton and two 6-ton guns. Her displacement is 4,438 tons. She is 285 feet in length and 48 feet in extreme breadth, and is built of iron sheathed with wood, with a six-inch armour belt on the water line to protect the vital parts.

The French have now four ironclads in the waters of the Far East, and it was stated in a telegram from Paris, dated the 16th of December, that several more ironclads were to be despatched during the present month to reinforce Admiral Courbet. It is believed that these ironclads, now presumably on their way to China, will form together a more powerful armoured squadron than do the *Bayard*, *La Galissonniere*, *Trois Epaves*, and *Albatros*. So far, this great increase of French and Russian naval strength in the Far East, the British Government has only despatched one ironclad to these waters—the *Agamemnon*. Considering the Egyptian complications, the annexation of the hostilities in China, and in fact the possibility of a rupture occurring at any moment between England and one or more of the continental nations, this comparatively feeble state of the British navy in

the Far East must be anything but reassuring. The increase of Russian naval strength in Chinese waters is of as much import to England as that of any other Power; indeed, it is very doubtful if it is not of more significance at the present moment. The correspondent who notes the arrival of two fresh Russian ironclads in the North adds: "The Russian corvette *Rashnitsk*, now at Chemulpo, will be joined by other Russian vessels and Admiral Crown will soon appear on the scene." There are at least three or four parts of the world where Russian action might at any time unexpectedly bring about a rupture with England, namely, on the North-west Indian frontiers, in Asia Minor, which we are bound by treaty to protect; in the Eastern states of Europe, and finally perhaps in Corea, respecting which some persons think Russia has "intentions." To support British interests in the Far East, and to provide for possible emergencies, the Admiralty ought to reinforce the squadron in China by at least two more ironclads, and a number of fast cruisers. The statement of the correspondent of our contemporary requires, of course, confirmation.

One of the ringleaders in the Wenchow riot has been sentenced to death, and two others to banishment. The rebuilding of the missionaries' premises, also, has been commenced.—*N. C. D. News*.

THE effect of the increase of one penny in the Income tax will be, of course, to virtually make that impost 7d. in the pound for the rest of the financial year 1884-5. It is probable that in April next a further addition will have to be made of another penny at least. Ergo the Income-tax will probably be collected at the rate of 7d. in the pound for at least eighteen months to come.

MR Bill Nye thus complains about a typhoon which visited his district:—

*Hudson, Wisconsin, Sept. 30.*—Those who know me best will remember that I have never, openly or secretly, written or uttered a sentiment that could in any way be warped into an adverse criticism of the cyclone. Whatever I may have learned or observed derogatory to the cyclone and its cruel and treacherous nature, I have religiously kept to myself. I have even gone so far as to stand up for and champion the cause of the cyclone when its enemies sought to damage it in my hearing. When others spoke in harsh and severe terms of the vandal, murderous, work of the cyclone, I said: "Ah, yes, gentlemen, but the cyclone is the great work of purification that is done by it in its mad gyrations. Think how necessary are these atmospheric upheavals to rid us of superfluous electricity and purify the stagnant air." And what is my reward for this? Like a peaceful old man, standing up, through the chilling ambush to saw open the wings of a dark bird, scarcely moving the green leaves as he steals along the valley on his hind legs. The cyclone which visited northern Wisconsin on the 19th inst. was about a mile and a half wide, and lasted through a period of time, I should say, such as would be measured in pronouncing the word "scat!" in an ordinary tone of voice. It blew down three churches, spared all the saloons, jerked the school buildings crooked, knocked the telegraph poles over, demolished a dozen stores and places of business. It killed two of the most promising young men and the purest Christian woman in the village. Then it went out into the forest, where I was riding along, attending to my own business, tipped me over, and broke my leg. Everywhere it sought out the young and fair. It spared the old, the infirm, and the tough, but spent its fury on the tender, the good, the true, and the beautiful. It is surprising that it jerked me galley west! No, indeed! I am only surprised that I am alive.

I had intended to write you a cyclone coming, but this letter is already too long. One general rule may not be out of place, however. First, be sure that it is a cyclone. Then take your family and adjourn to the State penitentiary.

**SUPREME COURT**  
IN ORIGINAL JURISDICTION.  
(Before Sir George Phillips, Chief Justice.)  
Thursday, Jan. 22.

LEUNG CHEE WONG CHAI, —\$9,970.66.  
Dr. Ho Kai, instructed by Mr. O. Evans, appeared for the defendant; plaintiff did not appear.

Dr. Ho Kai said he had received a letter from the plaintiff's attorneys informing him that they did not intend to instruct Counsel, or appear for the plaintiff. He then stated that he had given due and proper notice to the plaintiff of what his intentions were, and that the case was adjourned on the 24th December last at plaintiff's request. He had now to move the Court to set aside the adjournment, and to order that the case be struck out, and an order be made annulling a previous order in the suit under which some of defendant's property was attached by the plaintiff. The order sought for was necessary to clear the title to the property.

The Court granted the defendant's request, and gave costs against the plaintiff.

**Police Intelligence.**  
(By Mr. A. G. W. Exp.)  
Thursday, January 22.

CHUNG CHAI, a widow, was charged with administering a stupefying drug to Chan Lai, a married woman, and stealing from her a quantity of gold, value about \$100, on the 15th inst.

Complainant's evidence was to the effect that the defendant, who lived in the same house with her, received some cash from complainant with which to buy a duck. The duck was brought to the house and cooked by complainant's grandson, a boy of 12 years of age. About 6 p.m. complainant ate the duck and soon afterwards became very piddy and eventually incoherent. She remained unconscious until 8 a.m. on the 16th, when she recovered and then found the duck under her jacket pocket. She accused the defendant, who denied any knowledge of it, and afterwards went out and never returned.

The boy who cooked the duck said he saw the defendant take the duck to the house, and that he did not drink it. The defendant put her hand on complainant, but the boy did not see her take anything from her. No one else ate of the duck but his grandmother. He put some mushrooms in with the duck.

Evidence to a similar effect was given by complainant's daughter and niece, and not being conclusive the defendant was discharged.

**LARCENY FROM THE DOCK.**  
To Annah Dock, a carpenter, employed at Hung Ima Dock, was caught leaving the Dock premises with two handfuls of copper nails, the property of the Dock Company, concealed on his person, on the 21st inst.

He was sentenced to one month's imprisonment with hard labour, the first and last seven days to be in solitary confinement.

**ASSAULTING A WOMAN.**  
Leong Aying, a coolie, was sent up for fourteen days' hard labour for striking a woman, named Pan Ah, in the eye with his fist, after neglecting to stop her from going out, and after she had given him some money which defendant owed the complainant.

**THE SCAVENGING CONTRACTOR FIRED.**  
Lim Sau, the Government Scavenging Contractor, appeared on a summons taken out by Inspector of Nuisances Ran, charging him with neglecting to sweep Rong-tan and other streets in the city according to the terms of his contract. The foreman had already been warned.

Defendant pleaded ignorance and was fined \$5.

**Hankow.**  
Jan. 12th.

A new industry has lately been introduced into this port, which, though of trifling importance in a mercantile point of view, is interesting as an art. Peddlars have long been in the habit of bringing round various utensils of Chinese use that are made wholly or partially of leather, or of cloth, and which are so disguised by varnish and painting as to be unrecognizable. A collector of works of art lately ordered some articles adapted to foreign taste, and so great has been the demand, that a dealer has removed his manufactory to Wuchang, whose entire stock was purchased and taken away by Signor de Luca, the Italian Minister. Dr. Ma. Froese is sending specimens to the U.S. Patent office with an account of the manufacture, to which all who take an interest in the subject are referred.—*N. C. D. News*.

**Tientsin.**  
Jan. 3rd.

Several of the German engineers and naval instructors, seven at least, have come from Chefoo, as they refuse to serve in the attack planned by the British fleet, and have returned to their homes. The Tientsin are wise for at the moment the Chinese fleet is in a dislocated and unseaworthy state. The old drill, which has served well for many years, has been given up, and that of the German navy substituted, and the sailors have been drilled by Colonel Schmitt, the disorganization consequent on the new drill will be less felt. To send, however, ships into action, with new officers with a discipline of two or three weeks standing, with the instructors and sailors unfamiliar and even unknown to each other, and with words of command such as "Chien Chien," "Chien Chien," "Chien Chien," would be an impious temptation of Providence. The ships would be certainly taken or sunk by the French in a few minutes after the action commenced.

Russia has now three ironclads in these waters—*Dimitri Donskoi*, *General Admiral*, and *Minin*. Dr. Ma. Froese is sending specimens to the U.S. Patent office with an account of the manufacture, to which all who take an interest in the subject are referred.—*N. C. D. News*.

**CHINESE LOANS.**  
So much has been said lately, and so much more is likely to be said, of the Chinese Loans, that a sketch of the details which this country has hitherto incurred to foreigners may be useful. It is just about ten years since the first loan was contracted through the Hongkong and Shanghai Bank. For some years previously it was an established rule that the Government would not borrow money; and several attempts were made to raise money for them in China and Europe. But as the nature of the securities was never defined, and, indeed, was more of a personal than of a tangible kind, the negotiations were never successful. It was understood that the Empress would give to give an Imperial sanction to the loans which the provincial authorities were extremely anxious to contract. The Viceroy might pledge a portion of the Customs revenues which were under their control, as security for the principal and interest, but the rulers at Peking would not officially recognize their acts, and could not be expected to do so. This did not satisfy people either in China or Europe with money to loan, and the many negotiations that were entered into were on a very precarious basis. The necessity of the Viceroy of Fuhkien became so pressing that an Edict was procured authorizing a loan on the security of certain portions of the Customs revenues. The condition of the Empire was at that time extremely bad; the war with the north-west had drained away its resources, and native bankers refused to increase the large advances which they had made to the provincial governments.

In January, 1875, appeared the prospectus of the first Chinese Loan. The amount was \$2,000,000, of which \$200,000 was offered in Hongkong and China by the Hongkong and Shanghai Bank, at 5% in bonds of £100 each, bearing interest at 8 per cent. per annum. The rate of exchange at which the loan was issued was 4 1/4 per dollar or 67 1/2 per cent. The loan was to be repaid by the Government in six months, the first drawing of \$200,000 being fixed for the 10th June, 1876, and 1/20th being drawn every six months afterwards.

It was stated in the *Lucky News*, after the list had closed, that the total subscriptions to this loan were \$2,000,000. The final list was reported on the 31st December last. At the same time as this loan was issued a firm was contracted for another loan—it was understood for people in England—of the amount of about one million of taels, in sterling, with the long-distance-killing-very-carriage, anticipating that the water-fowl were bent on shooting, following the example of the higher class of animal life of the Middle Kingdom, i.e. the Chinese soldiery, would think that "discretion was the better part of valour," would fight very shy of guns.

The monetary of the voyage, but such a word as "monetary" is not right to apply to such a sparkling sail as we had up the river, was relieved by a little post-shooting at any object that presented itself, with a small rock and rabbit rifle.

Thanks to our boat making such rapid progress, we reached the shooting ground early in the afternoon.

A little before we got to our anchorage, we halted three sampans and then lost a little time as possible in equipping ourselves for a good walk through the very sticky

and deep mud that forms the sporting ground here.

Having lost instructions with the boys to have dinner ready by the usual hour, we cast off and walked for such a portion of the shooting ground as he thought would afford the best sport.

We kept following the immense flocks of water fowl, which before we got within gun-shot would rise in a great mass, uttering all manner of cries of terror, and, with their wings, making a roar like thunder.

Thus did we pursue our sport in a fruitless manner until the shades of evening were falling, and, though somewhat disheartened at the slowness of the game, we now directed our course to a bank where the birds seemed to be congregating to pass the night; here we had a little better sport, for the eyes of the feathery tribe lose a great deal of their sharpness in the dusk of evening. Over this bank, up to the knees in mud, we did wander, firing sometimes at quite out-of-range birds, which would only rise and give a plaintive and terrified cry, and then exert their best flying powers to distance the spot they had selected to rest themselves after a hard day's search for food.

We next directed our course to our floating home; oh! how comfortable the cabin seemed after such a long trail through mud and water. We soon had a good wash and had assumed some dry, warm clothes, and then the younger and more energetic members of the party cleaned their clothing pieces, while they listened to such discouraging remarks as, "you'll clean, and take a pride in cleaning your gun up to the age of twenty-five, just as I did—and then you'll call for your boy and entrust your gun to his care."

We had hardly fulfilled these necessities when the boy poked in his head and said, "dinner ready, sir" and it did not seem a disagreeable summons to a party of hungry sportsmen, who had been battling with the very tedious mud during the afternoon.

After despatching the boy, we had a game of cards was suggested and an unanimous assent was given.

A little card-playing, seasoned with a whisky-and-soda-drinking, brought the evening to an early close.

The boy suggested, in a very innocent manner, to call us next morning at five o'clock, to which suggestion some one growled, "If any one bothers me at five o'clock they will get a boot at their head."

One of the party made a grand plan, which consisted of making no morning shooting, but to call us next morning at five o'clock, to which suggestion some one growled, "If any one bothers me at five o'clock they will get a boot at their head."

The time-places now indicated 4 o'clock, so the plan of the ambulance was dropped, and, apparently in a hurry, some in the ambulance, and some in the ambulance, when suddenly a violent shock brought us all back to the stern realities of this earth. Rushing on deck, a large junk is discernible a few yards off, having just collided with our starboard bow, but fortunately doing no damage, and causing but a little pain. They never stopped to see if we required any assistance, but got away as quickly as possible, leaving the vessel they had struck to her fate.

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## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND BLACK  
SEA PORTS,  
NAPLES, MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
BORDEAUX, LE HAVRE, DUNKIRK,  
LONDON AND ANTWERP.

ON TUESDAY, the 27th January, 1885, at Noon, the Company's S. S. *ADRIATIC*, Commanded by M. A. MARCOT, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Species and Parcels until 3 p.m. on the 26th January, 1885. (Parcels are not to be sent on board if they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, January 15, 1885. 78

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *SAN PABLO* will be despatched from San Francisco, via Yokohama, on THURSDAY, the 29th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, returning at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

F. E. FOSTER,  
Agent.

Hongkong, January 17, 1885. 94

## Intimations.

## The Overland China Mail.

SUBSCRIBERS to *The Overland China Mail* will be glad to learn that arrangements have been made for publishing that journal weekly in future instead of fortnightly as at present.

This change, which will be permanent, has been made simply to keep pace with the times. During the existing troubles in the Far East it is also of special importance that a weekly digest of China news should be prepared. On the present arrangements, political and commercial news, perhaps of the greatest interest, may be kept back for a fortnight. The change will not only be welcomed by subscribers at home, but also by those at the Coast Ports and in the interior, who find the *Overland* a more convenient form of newspaper for their personal than the daily journals. Practically the *Overland* will be in future a weekly newspaper for the Far East, with special commercial news, and special tables of shipping and other information, complete for the week. The various reports and other news will be given fully as they appear in the *China Mail*.

As the subscription will remain the same as hitherto (\$3 per quarter), the change will be made without additional expense to subscribers. Single copies will be sold for thirty cents, a reduction of 20 cents on the present price.

The attention of advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted as hitherto from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

China Mail Office,  
Hongkong, October 17, 1884.

## WINTER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM LAUNCH.

RAIL DAILY at 10 A.M. between Peddar's Wharf and Tsim-Tse-Tui at the following hours.—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Leave Kowloon, Leave H.K., Leave Kowloon, Leave H.K.

8.00 A.M. 7.30 A.M. 8.30 A.M. 7.00 A.M.

8.00 8.30 9.00 9.30

8.50 9.00 9.10 10.15

9.40 10.15 11.00 NOON

10.45 12.30 P.M. 12.30 P.M. 1.00 P.M.

1.30 2.00 2.30 3.00

2.30 3.00 3.30 4.00

3.30 3.50 4.20 4.35

4.10 4.50 5.30 5.10

4.50 5.10 5.30 5.50

5.25 5.40 6.10 6.30

6.05 6.30 7.00

6.50 7.05

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. "Pious Curious" may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 3 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritania, N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route.—

Letters, 10 cents per ½ oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 6.

LOCAL POSTAGE.

(General Local Rates)

Letters, 10 cents per ½ oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 6.

LOCAL POSTAGE.

(General Local Rates)

Letters, 10 cents per ½ oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

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## Merchant Vessels in Hongkong Harbour.

likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of cuttable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers.—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs. Patterns.—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 3 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handily bound books, &c., which reach their destination, although in a broken or deteriorated condition.

## Chair, Jinnicksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs.

Half hour, 10 cts. One hour, 20 cts.

Three hours, 50 cts. Six hours, 70 cts.

Day (from 6 to 6), One Dollar.

TO VICTORIA FERR.

Single Trip. Return Direct.

Four Coaches, \$1.00 Four Coaches, \$1.50

Three Coaches, 0.75 Three Coaches, 1.20

Two Coaches, 0.50 Two Coaches, 1.00

By Pak-fu-Lam. By Aberdeen, Shortest

Four Coaches, \$2.00 Four Coaches, \$2.50

Three Coaches, 1.60 Three Coaches, 2.00

Two Coaches, 1.20 Two Coaches, 1.60

By Wan-tai Gap.

Four Coaches, \$1.50 Four Coaches, \$2.00

Three Coaches, 1.20 Three Coaches, 1.60

Two Coaches, 0.90 Two Coaches, 1.30

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLEN AND MOUNT GOUGH.

Single Trip. Return Direct.

Four Coaches, 50 cts. Four Coaches, \$1.00

Three Coaches, 35 cts. Three Coaches, 0.85

Two Coaches, 25 cts. Two Coaches, 0.70

Returning by other routes will be the same as from Gap.

The Return Fare embraces a trip of not more than three hours except returning by Aberdeen when three hours and a half will be allowed.

For every hour or part of an hour above three or three and a half, each Coach will be entitled to an additional payment of five cents.

Nothing in above scale prevents private agreements.

Licensed Dealers (each).

One Hour, 10 cts.

Half day, 30 cts.

Day, 50 cts.

Quarter Hour, 05 cts. One Hour, 15 cts.

Half Hour, 10 cts. Two Hours, 25 cts.

For every hour or part of an hour 10 cts.

To Pak-fu-Lam or Quarry Bay, 20 cts.

Return, 35 cts.

To Shekwan, 50 cts.

Return, 35 cts.

To Aberdeen, 60 cts.

Return, 35 cts.

If an extra Coach is employed, the fare will be double.

Nothing in this scale prevents private agreements.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900

piouls, per Day, 33.00

1st Class Cargo Boat of 8 or 900

piouls, per Load, 2.00

2nd Class Cargo Boat of 600

piouls, per Day, 2.50

2nd Class Cargo Boat of 600

piouls, per Load, 1.75

3rd Class Cargo Boat or Ha-kau Boat of 300 piouls, per Day, 1.50

3rd Class Cargo Boat or Ha-kau Boat of 300 piouls, per Load, 1.00